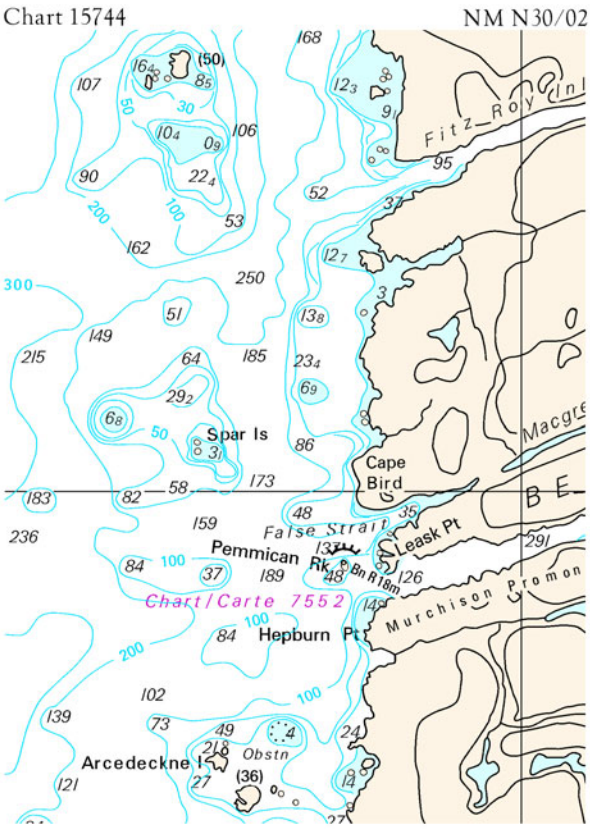
Chart 15744
NM N30/02
Fitz—Roy Inl
Spar Is
Cape Bird
False Strait
Leask Pt
Pemmican Rk
8m 18m
Chart/Carte 7552
Hepburn Pt
Murchison Promon
Arcedeckne I
Obstn
(50)
(36)

Chart 12327 NM 30/02

ARTHUR KILL, KILL VAN KULL, NEWARK BAY,
PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS-
REPORT OF MAR 2002 AND SURVEYS TO DEC 2001

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ARTHUR KILL (OUTERBRIDGE REACH TO N. OF SHOOTERS I. REACH)	A27.3	800-500	5-99;2,3,4,5,9-01
KILL VAN KULL (CONSTABLE HOOK REACH TO BERGEN PT. WEST REACH)	36.3	2000-800	2-97; 10-01
S. OF SHOOTERS I. REACH	B5.0	400	8-90
NEWARK BAY (NEWARK BAY S. REACH TO DROYERS PT. REACH)	C18.7	1750-300	12-01
PASSAIC RIVER (KEARNY PT. REACH TO ARLINGTON REACH)	D0.7	300-200	2-00; 11-01
HACKENSACK RIVER (DROYERS PT. REACH TO TURNING BASIN)	14.9	300-800	12-01

A. A DEPTH OF 34.5 FEET WAS AVAILABLE IN THE MIDDLE HALF.
B. OBSTUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS. THERE IS A MINIMUM DEPTH OF 5.9 FEET OVER WRECKAGE.
C. A DEPTH OF 21.9 FEET WAS AVAILABLE IN THE MIDDLE HALF, EXCEPT FOR SHOALING TO 8.4 FT AT 40° 42' 11.4" N 74° 06' 56.1" W.
D. A DEPTH OF 4.2 FEET WAS AVAILABLE IN THE MIDDLE HALF.

NOTE 1. SEE LARGE SCALE CHARTS FOR MORE DETAIL OF REACHES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Chart 12333 NM 30/02

ARTHUR KILL, KILL VAN KULL, NEWARK BAY AND UPPER BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2002 AND SURVEYS TO DEC 2001

	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FRESH KILLS REACH	30.0	35.2	36.5	34.4	2,3-01	500	1.8	35
TREMLEY POINT REACH	33.3	37.7	36.9	32.0	2,3-01	600	0.9	35
PRALLS ISLAND REACH	30.8	34.8	36.1	31.0	2,3-01	500	1.2	35
GULFPORT REACH	27.3	37.0	37.0	31.0	2,3-01	500-600	1.1	35
ELIZABETHPORT REACH	32.4	35.9	35.3	31.1	1,2-01	500-600	1.1	35
N OF SHOOTERS ISLAND REACH	33.0	34.5	35.6	33.9	5-99	600	1.0	35
S OF SHOOTERS ISLAND REACH	18.6	24.1	14.0	A 5.0	8-90	400	1.0	30
BERGEN PT. WEST REACH	38.1	40.0	40.0	37.1	12-96; 2-97; 5-99	800	1.1	35
BERGEN PT. EAST REACH	37.4	40.0	40.0	39.5	12-96; 2-97	800	1.0	35
CONSTABLE HOOK REACH	38.5	41.6	41.0	36.3	2-97; 10-01	2000-800	2.2	35
NEWARK BAY SOUTH REACH	40.8	40.8	40.0	32.5	5-99; 12-01	1750-1000	1.4	40
NEWARK BAY MIDDLE REACH	35.0	39.4	36.0	31.4	12-01	1750-500	1.4	40
ELIZABETH CHANNEL	36.4	38.6	39.9	37.3	3-99; 1,2-01	1350-500	1.4	40
PORT NEWARK CHANNEL:								
PORT NEWARK(BRANCH CHANNEL)	32.3	35.5	33.5	32.4	2,12-01	1050-400	0.4	40
PIERHEAD CHANNEL	33.8	35.6	35.0	33.4	1,2-01	300	0.7	40

A. OBSTRUCTIONS INTERSPERSED IN THE TWO RIGHT QUARTERS. THERE IS A MINIMUM DEPTH OF 5.9 FT OVER WRECKAGE.

* CONTROLLING DEPTHS IN CHANNELS OF RARITAN BAY- EAST REACH TO AND INCLUDING FRESH KILLS REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM LOWER NEW YORK BAY. CONTROLLING DEPTHS FROM CONSTABLE HOOK TO AND INCLUDING TREMLEY POINT REACH ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM UPPER NEW YORK BAY.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 18584 NM 30/02

UMPQUA RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEPT 2001 AND SURVEYS TO MAR - MAY 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL TO LT. 21	16	18	17	8,10-01; 3, 4-02	200	7.0	26-22
LT. 21 TO REEDSPORT	16	18	18	5-02	200	2.7	22
REEDSPORT TURNING BASIN	22	22	22	5-02	600	0.2	22
LT. 21 TO GARDINER	12	13	11	10-01	200	1.15	22
GARDINER TURNING BASIN	5	2	2	10-01	500	0.2	22

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 18587 NM 30/02

COOS BAY AND ISTHMUS SLOUGH CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APRIL 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE RANGE	39	40	40	10-01, 3-02	---	1.9	47-37
ENTRANCE RANGE AND TURN	37	47	33	3-02	300-1050	0.5	37
INSIDE RANGE	39	38	38	3-02	300	0.6	37
COOS BAY RANGE	35	37	31	3-02	300	1.6	37
EMPIRE RANGE	37	37	38	2-02	300	1.3	37
LOWER JARVIS RANGE	37	37	36	4-02	300	0.8	37
JARVIS TURN	41	36	37	4-02	300	0.5	37
UPPER JARVIS RANGE	34	35	35	2,4-02	300	1.9	37
NORTH BEND LOWER RANGE	37	38	35	2-02	400	0.4	37
NORTH BEND RANGE	35	37	35	2-02	400	0.9	37
NORTH BEND UPPER RANGE	35	38	37	2-02	400	0.6	37
LOWER TURNING BASIN	34	38	36	2-02	400-800	0.3	37
FERNDALE LOWER RANGE	36	39	38	2-02	400	0.4	37
FERNDALE TURN	29	39	37	2-02	400	0.2	37
FERNDALE UPPER RANGE	27	37	37	2-02	400	0.7	37
MARSHFIELD RANGE	36	37	34	2-02	400	0.4	37
MARSHFIELD RANGE TO ISTHMUS SLOUGH	34	34	32	2-02	150-750	0.9	37
ISTHMUS SLOUGH	19	20	19	4-85	150	2.0	22

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 25683 NM 30/02

PONCE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	37.9	38.4	39.2	38.5	4-02	600-850	2.9	36
TURNING BASIN	36.3	35.2	35.3	36.3	4-02	950-775	0.4	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 95082 NM 30/02

ANCHORAGES

Anchorage A-1 for vessels less than 30,000 gross tons
Anchorage A-2 for vessels less than 30,000 gross tons
Anchorage A-3 for vessels less than 20,000 gross tons